

RTIP ID# <i>(required)</i> SCAG015				
TCWG Consideration Date June 29, 2010				
Project Description <i>(clearly describe project)</i> Riverside County Transportation Department proposes to install a new traffic signal at the currently unsignalized intersection of Agua Mansa Road and Market Street in Riverside County. All of the existing intersection corners are undeveloped. The limits of the project are on Market Street 350 feet westerly and 450 easterly to centerline of Agua Mansa Road; and Agua Mansa Road 200 feet southerly and 700 feet northerly to centerline of Market Street. Market Street currently has two 12 foot thru lanes that travel in the east-west directions, divided raised median, and single left turn pocket. Agua Mansa Street currently has one 12 foot thru lane in the north-south directions. On Market Street east-west of Agua Mansa, the existing pavement and raised median will be reconstructed to accommodate four thru lanes and dual left turn pockets. On Agua Mansa Road north of Market Street, the existing pavement will be reconstructed to accommodate a right turn lane, shared thru/left turn lane, and left turn lane. South of Market Street, the existing dirt driveway approach will be reconstructed to meet the County's commercial driveway design standard. New curb returns and ADA compliant handicap ramps will be installed at all four corners at this intersection. The traffic signal installation includes new traffic signal poles, signal heads, pedestrian heads, pedestrian push buttons, luminaries, heads, emergency vehicle pre-emption system, underground conduit system, and associated hardware.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Intersection Signalization				
County Riverside	Narrative Location/Route & Postmiles Agua Mansa Road at Market Street Caltrans Projects – Federal Project # HSIPL-5956(10)			
Lead Agency: Caltrans District 8				
Contact Person Aaron P. Burton, Office Chief	Phone# 909-388-1804	Fax# 909-383-1009	Email aaron_burton@dot.ca.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
X	Categoric al Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
Other				
Scheduled Date of Federal Action: Oct 2010				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt		X Section 6004 – Categorical Exemption	Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	NA	NA	NA	2010
End	NA	NA	NA	2011

<p>Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i></p> <p>The purpose of the project is to improve traveler safety at the intersection of Agua Mansa Road and Market Street by installing a new traffic signal, reconstructing the existing pavement and raised median, and installing new curb returns and ADA compliant handicap ramps. The specific need for the project is to increase the safety of vehicular turning movement to and from Agua Mansa Road at Market Street, in addition to providing for more efficient pedestrian movement through the intersection.</p>
<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>Industrial/open space</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>2011 No Build, Agua Mansa Road, ADT = 9,100, Truck ADT = 1,275 (14%), LOS = D</p> <p>2011 Build, Agua Mansa Road, ADT = 9,100, Truck ADT = 1,275 (14%), LOS = C</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>2035 No Build, Agua Mansa Road, ADT = 18,000, Truck ADT = 2,520 (14%), LOS = F</p> <p>2035 Build, Agua Mansa Road, ADT = 18,000, Truck ADT = 2,520 (14%), LOS = D</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>2011 No Build, Market Street, ADT = 12,430, Truck ADT = 1,740 (14%), LOS = D</p> <p>2011 Build, Market Street, ADT = 12,430, Truck ADT = 1,740 (14%), LOS = C</p> <p>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>2035 No Build, Market Street, ADT = 24,570, Truck ADT = 3,440 (14%), LOS = F</p> <p>2035 Build, Market Street, ADT = 24,570, Truck ADT = 3,440 (14%), LOS = D</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i></p> <p>See attached</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i></p> <p>See attached</p>

PM₁₀ and PM_{2.5} Analysis

The proposed project is located within a nonattainment area for the federal PM_{2.5} and PM₁₀ standard. Therefore, per 40 CFR Part 93, hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in Section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

1. The proposed project is not a new or expanded highway project. The proposed project is an intersection signalization project that does not increase the capacity of Agua Mansa Road or Market Street. This type of project improves intersection operations and safety by reducing traffic congestion and improving turning movements. Based on the *Traffic Analysis* (LSA Associates, Inc., May 2010), the traffic volumes along Agua Mansa Road and Market Street would not increase due to the proposed project or exceed the 125,000 average daily traffic trips threshold for a POAQC. In addition, although the truck percentage at the project intersection is 14 percent, the traffic volumes would not exceed the 10,000 vehicle thresholds for total truck AADT for a POAQC.
2. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Analysis*, the proposed project would reduce the delay and improve the LOS at the project intersection. The LOS conditions at the project intersection with and without the proposed project are shown in Table 1.

Table 1 Agua Mansa Road/Market Street Intersection Level of Service

Analysis Scenarios	AM Peak Hour			PM Peak Hour		
	V/C	Delay	LOS	V/C	Delay	LOS
Existing (2010)	0.68	14.2	B	0.94	26.1	D
Opening Year (2011) Without Project	0.70	14.6	B	0.96	28.0	D
Opening Year (2011) With Project	0.31	30.3	C	0.53	32.9	C
Year 2035 Without Project	1.22	56.9	F	1.79	>100	F
Year 2035 With Project	0.59	33.4	C	0.90	51.8	D

Source: *Traffic Analysis*, LSA Associates, Inc., May 2010

3. The proposed project does not include the construction of a new bus or rail terminal.
4. The proposed project does not expand an existing bus or rail terminal.
5. The proposed project is not in or affecting locations, areas, or categories of sites identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.